

25X1A-*GC D*CLASSIFICATION ~~SECRET~~/CONTROL US OFFICIALS ONLYCOUNTRY Germany (Soviet zone)REPORT NO. [REDACTED]TOPIC Finsterwalde AirfieldEVALUATION see belowPLACE OBTAINED [REDACTED]DATE OF CONTENT [REDACTED]

25X1A

DATE OBTAINED [REDACTED]DATE PREPARED 24 May 1951REFERENCES [REDACTED]PAGES 3 ENCLOSURES (NO. & TYPE) 1 - one sketch on ditto

REMARKS

REFERENCE COPY

DO NOT CIRCULATE

SOURCE [REDACTED]

25X1X

25X1X

1. On 30 March 1951, twin-engine aircraft with double rudder assemblies practiced flying at the Finsterwalde airfield between 7 a.m. and 2 p.m. The sky was 5/10 cloudy. The planes were of two types, a large plane with nose wheel and a small one with a tail wheel. (1) On 31 March, there was flying with the small type plane with tail wheel throughout the day. The weather was hazy with 10/10 overcast.
2. There was no flying on 1 April, although the weather was good. On 2 April, three twin-engine aircraft of the smaller type practiced flying with 3/10 degrees of cloudiness. On 4 April, there was the same flying activity as on 2 April. Six additional twin-engine planes of the smaller type were parked on the landing field. About 100 soldiers were drilling southeast of the runway. Three trucks were parked at the take-off point. No flights were made on 5 and 6 April although the weather was favorable.
3. On 15 April, there was no flying at the airfield. The sky was 2/10 overcast. Two twin-engine planes of the smaller type with tail wheel made flights on 16 April, in 3/10 degree of cloudiness. There was no flying from 17 to 19 April although the weather was good. Five biplanes flew on 20 April. On 21 April, three twin-engine aircraft of the smaller type practiced flying. The sky was 4/10 overcast. No flights were made on 22 and 23 April although the weather was good.
4. On 24 April, one jet plane with two jet power plants arrived in the morning, and two planes of the same type arrived in the afternoon. On 25 April between 7 and 9 a.m., eight twin-jet aircraft and about 20 twin-engine planes of the smaller type were parked on the landing field south of the runway. (2) The jet planes, which were painted silver, had very large dimensions, a large rudder assembly, a power plant in the middle of each wing and a nose wheel. (3) At 3:30 p.m., 28 twin-engine of the smaller type were counted at the field. The numbers 24 and 26 were seen on the rudder assembly of two planes. Six twin-engine planes of the smaller type practiced flying between 7 and 9 a.m. in clear weather. No flights were made by the jet planes.

CLASSIFICATION ~~SECRET~~/CONTROL US OFFICIALS ONLY

Document No.	<i>10</i>
Do Change in Class.	<input type="checkbox"/>
Do Not Change	<input type="checkbox"/>
Exempt from FOIA	<input checked="" type="checkbox"/>
Date:	21 JUL 1978
By:	<i>016</i>

5. Three jet planes practiced flying in the morning of 26 April. There was a wind from the southeast and 3/10 degrees of cloudiness. No flights were made on 27 and 28 April in an overcast sky. Single-engine biplanes practiced flying on clear nights between 15 and 28 April.

6. The woods in the eastern extension of the runway was being cleared and preparations for the expansion of the runway were under way. (4)

7. On 24 March between 4 and 5 p.m., 23 twin-engine aircraft were counted in front of the hangars at the airfield. The planes were parked without any discernible order. Except for one plane, which had a two-sectional cockpit with the rear section slightly higher than the front section, all of the planes were twin-engine low-wing monoplanes with in-line engines, double rudder assemblies, tail wheels which was not retractable, metal noses and antenna rods in front of a single cockpit. There was no flying.

8. Six hangars, one of which was equipped as a repair hangar, were at the field. The runway was 2,000 meters long and about 50 to 80 meters wide. At the western end of the runway there was an apron on one side of the runway. Taxiways, the whole length of which could not be seen because the terrain sloped to the south, were on the eastern side of the runway. It was repeatedly observed that two twin-engine planes took off on the runway at the same time. The railroad spur track ran south of the hangars where there were two end ramps and a side-loading ramp. The barracks installations were located in the woods south of the railroad siding.

9. All of the hangars, which were overhauled late in the fall of 1950, were good condition. A carpenter who was engaged in the repair work said that three hangars had suspension devices in the ceiling on which twin-engine planes could be suspended by means of overhead hooks.

10. Four twin-engine planes took off from the field at noon on 14 April and headed north. The first plane towed a sleeve target.

11. In the afternoon of 14 April, nine planes crashed in the Luckau (N 52/A 17) area between Falkenberg (N 52/A 07), Pitschen (N 52/A 07), Zuetzen (N 52/A 08) and Kahnsdorf (N 52/A 17). Twenty-two persons were killed. The type of aircraft which crashed could not be determined. Immediately after the accident, the entire area was blocked by Soviet troops and Volkspolizei. (5)

12. No flying or military activity was observed at the airfield on 15 April between 3 and 5 p.m. Twenty-three twin-engine aircraft of the same type were again counted between the closed hangars. The ammunition dump on the northern edge of the field was guarded by patrols and surrounded by a barbed wire fence and powerful lights spaced at intervals of about 50 meters. The lights illuminated the dump at night. Thirteen temporary buildings, whose windows were boarded up, were counted in the dump. Passenger car / were seen on the road leading to the field. (6)

13. Two biplanes took off from the field at noon on 20 April. One of the planes let out a sleeve target shortly after the take-off, and short bursts were fired at the sleeve target with machine guns from the second biplane at a distance of about 400 meters. The sleeve target was dropped over the field before the landing.

SECRET/CONTROL US OFFICIALS ONLY

- 3 -

14. A railroad employee said that a large railroad tank car with 50,000 liters of oil from Frankfurt/Oder arrived at the field during the week preceding 15 April. He also said that a tank car with 25,000 liters and another tank car with 50,000 liters of fuel from Velten arrived at the field between 15 and 21 April, and that the shipping label bore the inscription "Finsterwalde Airfield" as the receiver. (7)
15. Biplanes repeatedly made night flights and which time the field was illuminated by red and white lights. Each plane coming in to land at the field fired a bright white signal flare whereupon a searchlight in the eastern section of the field was switched on and illuminated the landing strip.
16. About 20 flying officers and their dependents were quartered on Schacksdorfer Strasse. The officers went by truck daily to the field between 6 and 7 a.m., weather permitting. They wore fur-lined boots and leather jackets and carried map cases. The commander was quartered in Victoria Hotel where the motion pictures for the Soviet were held. The radio installation which was observed at Kurzen Damm prior to February 1951 was not set up again. (8) No other radio installations were seen in Finsterwalde.

25X1A

Comments.

25X1A

- (1) The plane fitted with a nose wheel is a B-25. See [REDACTED]. The smaller aircraft are of PE-2 type. Different versions of this type are stationed at the field. See also paragraph 7.
- (2) For disposition of aircraft and course of taxiway at western end of runway, see Annex.
- (3) The aircraft are probably of the same type as those previously observed at the Oranienburg airfield.
- (4) The extension of runways to a total length of about 2,400 meters has been reported from all airfields occupied by bombers, i.e., Jüterbog, Cottbus, and Oranienburg.
- (5) Source was probably not informed about all the crashes which have occurred. According to other sources, at least 16 IL-10s of the ground attack regiment stationed in Schoenwalde crashed in the area mentioned. [REDACTED] 25X1A
- 25X1C (6) [REDACTED] belong to the ground units of the bomber units stationed in Finsterwalde.
- (7) The railroad employee possibly overestimated the holding capacity of the railroad tank cars. It is believed that the cars had a capacity of about 18,000 liters and 24,000 liters respectively. It should be noted that the fuel, probably for the PE-2s, arrived from Velten, whereas the other tank car was allegedly filled with oil, possibly kerosene which was used as fuel for the twin-jet aircraft. According to another report, the bomber unit in Oranienburg which was also equipped with the new jet aircraft was supplied with seven tank carloads of fuel from Giesa. See [REDACTED]. Previously this unit also received its fuel from Velten.
- (8) The radio installation was previously reported by the same source. See [REDACTED]

25X1A

1 Annex: 1 - one sketch on ditte.

SECRET/CONTROL US OFFICIALS ONLY

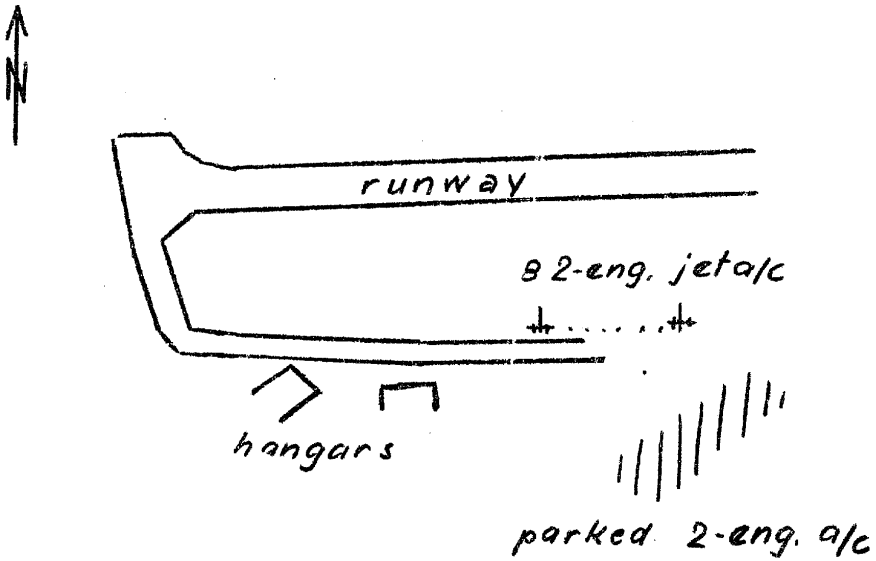
25X1A

25X1A

Annex to

Disposition of Aircraft and Course of Taxiway

at Finsterwalde Airfield



25X1A